



\*Map is for generalized purposes only. Indicates transit corridors, not specific alignments or routes. Specific routes and frequencies to be determined.

**Transit Planning Board**

**CONCEPT PLAN 3**  
**REGIONAL TRANSIT**  
**VISION**

- |  |                                |  |   |  |                       |
|--|--------------------------------|--|---|--|-----------------------|
|  | Existing Heavy Rail            |  | Arterial Rapid Bus  |  | Major Activity Center |
|  | New Heavy Rail                 |  | Reg'l Suburban Bus  |  | Transit Center        |
|  | LRT/Streetcar                  |  | Overlapping Alignments:<br>Arterial Rapid Bus &<br>Reg'l Suburban Bus |  | MARTA Station         |
|  | Commuter Rail                  |  | Transit Way   |  | City                  |
|  | Freeway BRT/<br>Expressway Bus |  |   |  | County                |

North arrow and scale bar (0 to 8 Miles).

**TPB** Transit Planning Board  
WORKING TOGETHER - CONNECTING OUR REGION

JORDAN JONES & GOULDING

# CONCEPT 3 REGIONAL TRANSIT VISION

## WHY REGIONAL TRANSIT?

1. To maintain our economic competitiveness through improving mobility. Over 20% of our employment is concentrated in less than 1.5% of our land area and moving people in and out of these key activity centers is vital to maintaining and attracting key employers.
2. To provide choice and reliability in our transportation network. Our citizens travel regionally and are unconstrained by county/political boundaries. They are demanding a reliable and flexible transportation system that includes choices to allow them to live and work where they choose.
3. To meet the current and evolving needs of our population. By 2030, one in five residents of the Atlanta region will be over the age of 60. Transit travel options will allow them to continue to be full participants in our regional economic and social life with or without an automobile.

## WHAT MARKETS DOES CONCEPT 3 TRY TO SERVE?

1. Commuters. A network of rail and exclusive busways focused on providing mobility choice and predictable travel times to and between major employment/mixed-use centers.
2. People without automobiles. Focused on providing service to all major medical and government centers, places all citizens should have access to no matter what their travel choice.
3. Business visitors and leisure travelers. Allowing travelers mobility choice within in our region to reach major business, educational, and cultural destinations and to provide mobility options for those people unfamiliar with our roadway network.

## HOW DOES CONCEPT 3 SERVE THESE MARKETS?

1. A new Light Rail network and MARTA Rail extensions that link our major employment and major destinations such as Cumberland, Emory, Gwinnett Place, North Point, and Hartsfield-Jackson Airport with frequent, high capacity service.
2. A commuter rail system where all trains travel to Hartsfield-Jackson Airport and Downtown with all day service to Athens, Emory, Griffin and points in between.

3. A system of express buses, vanpools, and arterial buses providing capacity to our roadway network, complementing the proposed rail network and providing service from everywhere in the region to major employment centers.
4. A network of regional suburban buses to provide periodic to all day service to our hospitals, government centers, and major parks and educational facilities that are not on the fixed guideway network

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